Technical and Bibliographic Notes/Notes techniques et bibliographiques

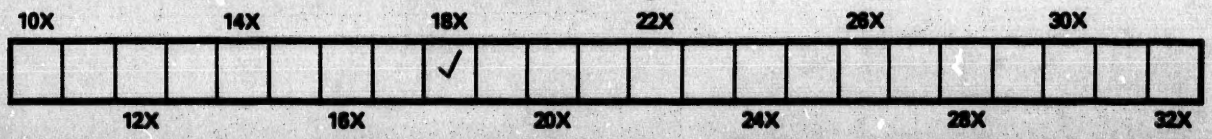
The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- [x] Coloured covers/ Couverture de couleur
- [ ] Covers damaged/ Couverture endommagée
- [ ] Covers restored and/or laminated/ Couverture restaurée et/ou pelliculée
- [ ] Cover title missing/ Le titre de couverture manque
- [ ] Coloured maps/ Cartes géographiques en couleur
- [ ] Coloured ink (i.e. other than blue or black)/ Encre de couleur (i.e. autre que bleue ou noire)
- [ ] Coloured plates and/or illustrations/ Planches et/ou illustrations en couleur
- [ ] Bound with other material/ Relié avec d'autres documents
- [ ] Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- [ ] Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/ Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- [ ] Additional comments:/ Commentaires supplémentaires:

- [ ] Coloured pages/ Pages de couleur
- [ ] Pages damaged/ Pages endommagées
- [ ] Pages restored and/or laminated/ Pages restaurées et/ou pelliculées
- [x] Pages discoloured, stained or foxed/ Pages décolorées, tachetées ou piquées
- [ ] Pages detached/ Pages détachées
- [x] Showthrough/ Transparence
- [ ] Quality of print varies/ Qualité inégale de l'impression
- [ ] Includes supplementary material/ Comprend du matériel supplémentaire
- [ ] Only edition available/ Seule édition disponible
- [ ] Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/ Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.



5032

AT H. H. FULLER & CO.'S
Baxter's Furniture Warerooms,
No. 11 PRINCE STREET.
See advertisement page No. 4, inside.

159

MAP AND GUIDE

OF

HALIFAX CITY,

CONTAINING

R. R. Time Tables, a Description of the Exhibition Building, and of the Maritime Provinces.

PUBLISHED BY
CHAS. D. McALPINE & CO.
GENERAL ADVERTISING AGENTS,
Office, 107 Granville St., Halifax, N.S.

See Page 6.

HEAD OF POWER'S WHARF.

Wholesale and Retail HARDWARE STORE, 45 UPPER WATER ST.

Manufacturers and Dealers in First Class

BEDDING & WOODENWARE of every description.

101 & 103 Barrington Street, Corner Prince.

Our Noted Elastic Edge Spring Hair Mattress, made to order as fit any Bedstead, is without doubt the cheapest and best Bed ever manufactured.

SUPERSEDES THE COMFORT OF THE DAY!

FEATHER & CHAMBER SUITS A SPECIALTY.

Visitors to the city should not fail to see our Show Rooms, and inspect our immense stock of first-class Furniture, even though they should not wish to make any purchases.

IRON BEDSTEADS IN GREAT VARIETY.

Our reputation as the cheapest First-class Furnishing Establishment in this Province, we are bound to maintain.

Orders promptly attended to and shipped.

MAP AND GUIDE

OF

HALIFAX CITY,

CONTAINING

R. R. Time Tables, a description of the Exhibition Building, and of the Maritime Provinces.

PUBLISHED BY

CHAS. D. McALPINE & CO.

107 *Granville Street, Halifax, N. S.*

PRINTED BY NOVA SCOTIA PRINTING COMPANY,

1879.

NS
917.162

WM. STAIRS, SON & MORROW,

Hardware Merchants,

CORNER OF

GEORGE ST. & BEDFORD ROW,

Have on hand and offer for sale a large stock of Hardware, consisting of

GLASS, PAINTS, OILS,

PUTTY,

Nails, Spikes, Builders' Hardware, Brushes,

CARPENTER'S TOOLS, SHOP TWINES,

PAD & MORTISE LOCKS,

SHOE BLACKING.

— ALSO —

IRON, TIN, COPPER, LEAD,

AND

HEAVY GOODS,

WHOLESALE AND RETAIL.

3326

PREFACE.

In giving this edition of the GUIDE TO HALIFAX AND EXHIBITION BUILDING, the publishers would state that the information has been received from reliable sources, and not copied from publications that are out of date, therefore the public can rely on its being correct. The map of Halifax has been revised to date. Strangers will find this work replete with useful information, such as descriptions of Halifax, and of Exhibition Buildings, R. R. time tables, stage lines, cab hire, &c., &c.

The publishers here return their sincere thanks to the advertisers for their liberal support, and would state at the same time, that it is mainly through the support of the advertisers that a work of this description can be published.

The Cheapest place to purchase Furniture

IS AT

BAXTER'S

FURNITURE WAREROOMS

No. 11 Prince Street,

HALIFAX, N. S.

BRITISH SHOE STORE,

162—GRANVILLE STREET—162

—o—

W. C. BRENNAN,

Manufacturer, Wholesale and Retail Dealer in

BOOTS, SHOES,

AND

RUBBERS.

HALIFAX N. S.

CONTENTS.

	Page
Carts and Trucks	41
Clippings	39
Contents	5
Exhibitions	25
Exhibition Building	30
Exhibition Classes	32
Ferry Steamers	47
Hackney Carriages	40
Halifax, description of	9
Index to advertisements	7
Intercolonial Railway	45
Nova Scotia rural scenery	17
Omnibusses	42
Preface	3
Promenades	15
Railway Time Tables	45
Steamboats	46
St. John and Maine Railway	46
Title	1
Western Counties Railway	45

97 TO 101
BARRINGTON STREET.

MAHON BROS.,

Importers of Staple and Fancy

DRY GOODS,

KID GLOVES,

BLACK & COLORED SILKS,

SPECIALTIES.

Dress Making in the Establishment.

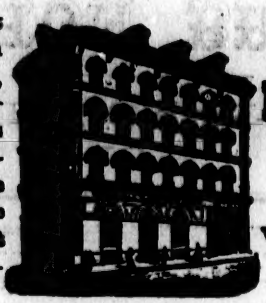
ONE BLOCK SOUTH "GRAND PARADE."

S. HOWARD & SONS,

Importers of every description of

DRY GOODS.

Having Resident Buyers in the British and American markets, who take every advantage of the fluctuations of prices that are continually occurring, are enabled to offer the freshest and newest goods at the very lowest prices.



SPECIALTIES IN

MILLINERY and FANCY GOODS.

WHOLESALE AND RETAIL DEPARTMENTS.

SPECIAL INDUCEMENTS OFFERED TO

Wholesale Cash Buyers.

CORNER PRINCE & HOLLIS STREETS,

HALIFAX, N. S.

INDEX TO ADVERTISEMENTS.

	Page
Allan Line of Steamers	10
Baldwin & Co., china, glass, &c.	*front cover*
Baxter Robert, furniture	4
Brennan W. C., boots and shoes	4
Brown M. S. & Co., jewellers	*marginal lines*
Buckley A. F., druggist	*on map*
Clayton & Sons, tailors	*line on map*
Cogswell R. H., watchmaker	*on map*
Cooke C. J., fancy goods	*line on map*
Crowe Wm., fancy goods	*on map*
Cunard S. & Co., steamers, &c	*on map*
Dempster James, planing mills	*inside back cover*
Egan Thomas J., gunmaker	*on map*
Elliot Freeman, gents' furnishings	14
Fuller H. H., hardware	*lines on front cover*
Godkin Benjamin, merchant tailor	28
Harris H., florist	44
Holliday G. & Co., boots and shoes	*on map*
Howard S. & Sons, dry goods	6
International Hotel, St. John, N. B	12
Kaizer C. & Sons, hats and caps	*line on map*
Kearney M., dry goods	*on map*
King A., livery stables	*on map*
Laurilliard H. G., merchant tailor	*on map*
Mahon Bros, dry goods	*under contents*
Marshall & Smith, dry goods	36
Matheson, Harley & Co., dry goods	38
McMurray & Co., dry goods	24
Millman & Ray, photographers	48
Mitchell Thomas, confectioner	37
Moir Son & Co., fancy baker	*lines on map*
Nelson A., hotel	*on map*
Robertson Wm., hardware	*on map*
Ross W. G. & Co, jewellers	8
Sarre N. & Sons, tobacconist	*on map*
Scott James, grocer	*on map*
Smith Bros, dry goods	*back cover*
Smith J. G., druggist	*on map*
Stairs Wm. Son & Morrow, hardware	2
Stephen A. & Son, furniture	*on map and inside front cover*
Sweet R. J., grocer wholesale	*inside back cover*
Taylor William, boots and shoes	*on map*
Thomas & Co, hats and caps	14
Wilson W., hats and caps	*on map*

W. G. ROSS & CO.

Watchmakers and Jewellers,

159 HOLLIS STREET, HALIFAX,

DEALERS IN

WATCHES, CLOCKS,

Fine Gold and Silver Jewellery,

COMPRISING A FIRST-CLASS STOCK.

Watches, Lockets, Brooches, Keepers, Shawl Pins, Bars, Watch Keys, Shirt Studs, Emblems, Ice Pitchers, Pickle Stands, Card Receivers, Chains, Cake Baskets, Crosses, Ear Rings, Thimbles, Sleeve Links, Sleeve Pins, Collar Studs, Split Rings, Solitaires, Toilet Sets, Necklets, Cuff Buttons, Hooks, Finger Rings, Charms, Scarf Pins, Butter Coolers, Castors, Fruit Dishes, Tea Sets, Communion Sets, and all other requisites usually found in a FIRST-CLASS Jewelery Establishment.

Also, Agents for the celebrated

BRILLIANT SPECTACLES & EYE GLASSES,

Unrivalled for their Utility, Durability and Brilliancy.

N. B.—Please call and examine before making purchases.

---

159 Hollis St., Halifax, N. S.

Opposite W. U. Telegraph Office and Club House.

Fine and ordinary Watches, all styles,

HALIFAX.

On assuming the character of Guide to the City of Halifax, it may be stated at the outset that the writer has no intention of giving a history of that City, although historical incidents may be referred to in the course of the following pages. We must begin with one:—Halifax was founded in 1749. This was at a time when the Earl of Halifax was President of the Board of Trade and Plantations: hence the name adopted for the place. The expedition sent out from England to do this work was placed under the direction of Hon. Edward Cornwallis—not *Lord* Cornwallis, as is so often stated—as Governor of Nova Scotia. He was instructed to found a town upon some part of the shores of Chebucto Bay, to be thereafter the seat of government of Nova Scotia. According to the most authentic accounts, Governor Cornwallis and suite landed upon what thus became Nova Scotia's capital, on the 21st of June, 1749; and the anniversary of that day has, for many years past, been celebrated as the natal day of Halifax.

Halifax is the principal British military station in America, and, ever since its settlement, it may be considered as also virtually the principal British naval station in the "New World," although Bermuda has nominally been the naval headquarters for many years. It may not be amiss to keep in mind the natal day and year of Halifax, because comparisons are often made between that city and Boston, New York and Philadelphia, to the discredit of the former. Boston, the least of these, was as old a town as Halifax is now (1879) when yet the site of Halifax was covered by the forest. Further, the topography of Nova Scotia, of which Halifax is the capital, is such that there is no point in the Province distant over thirty miles from a good seaport. Consequently the shores of the Province are rather profusely dotted with little towns, nearly all of which make their own importations and exportations direct, and not through Halifax. Again

M. S. BROWN & CO'S, 128 Granville street.

ALLAN STEAMSHIP LINE,

FROM

Baltimore to Halifax,

AND VICE VERSA.

The A1 British Iron Screw Steamships:

"HIBERNIAN," 3000 tons, Capt. LIEUT. FR. ARCHER, R.N.R.
"CASPIAN," 3000 tons, Capt. M. TROCKS.
"NOVA SCOTIAN," 3300 tons, Capt. WM. RICHARDSON.

Leave Baltimore **every other Wednesday**, 9 A. M., for **Halifax, Nova Scotia.**

Cabin Passage to Halifax.....$20
Round trip Tickets, good for 6 mos..... 35

During the summer months no trip affords more relaxation than the above, giving the traveler an ocean voyage of three to four days on a Trans-atlantic Steamship, and a sojourn in the cool climate of Nova Scotia.

Cabin Passage, **Baltimore** to **Liverpool**, via **Halifax**..**$75**

Through Tickets, first-class, from **Baltimore** to **Liverpool**, via the St. Lawrence River, connecting at **Quebec** with the **Allan Line** Royal Mail Steamers:

Sardinian	4400 tons.	**Moravian**	4000 tons.
Sarmatian	4400 "	**Peruvian**	4000 "
Polynesian	4100 "	**Circassian**	4200 "

$75 and **$85**, according to location of stateroom. Round trip Tickets **$145** or **$160. Only FIVE days actual ocean voyage.**

Passengers availing themselves of this through arrangement have choice of the following routes from Baltimore to Quebec, viz:—

All Rail, via New York, New Haven, and Wells' River, (near White Mountains); or from New York, via **Sound Line Steamboats** to Boston, and by rail via Wells' River (White Mountains).

For further information apply to

A. SCHUMACHER & CO., AGENTS,

5 SOUTH GAY STREET, BALTIMORE.

Agents of the Allan Line:

Montreal	H. & A. Allan.	**Halifax**	S. Cunard & Co.
Quebec	H. & A. Allan.	**St. John's, Nfld**	Hon. A. Shea.
Liverpool	Allans, Rae & Co.	**Chicago**	Allan & Co.
Londonderry	Allan Bros. & Co.	**New York**	Love & Alden.
Glasgow	Jas. & Alex. Allan.	**Havre**	John M. Currie.
London	Montgomerie & Workman.	**Paris**	Alex. Hunter.

Fine Gold Guard, Albert, Brooch, and Neck Chains,

the position of Halifax has always been a virtually isolated one. It is not connected, by one of nature's highways with any great and productive back country. It is now connected by rail, since the Intercolonial Railway has been built, with the great railway system of Quebec, Ontario and the United States. Its population may now be fairly estimated at 35,000.

The natural situation of Halifax is exceedingly fine. The *city*, properly speaking, comprises the whole of a peninsula formed by the harbor, on the east, and by a river-like inlet from the harbor, called the North-West Arm, on the south west. The harbor, after narrowing very much as we proceed northward, suddenly expands into Bedford Basin, which bounds the peninsula on the north. This peninsula extends four and a-half miles in extreme length—that is, from Point Pleasant to the Basin. The width across the middle, and which is pretty nearly its average width, is two miles. The width of the isthmus, from the head of the North-West Arm to the nearest point on Bedford Basin, is about one mile and a-half. The whole area of the city may be roughly estimated at eight square miles. The arm of the sea, from which branch off the inlets and expansions already mentioned, is called Chebucto Bay.

Nature seems to have done everything that could be wished to make this peninsula of Halifax the site of a magnificent city. The whole of the area already described is available for building purposes, comfortable streets, parks, pleasure grounds, &c., on a regular plan, at a less cost than usually has to be incurred in the laying out and building of a town. For a distance of ten miles, following the sinuosities of the shore, its borders, with the exception of about a quarter of a mile at Point Pleasant, where a shoal and a ledge make out seaward, are washed by what navigators call "good water." The whole of that distance, with the exception named, is available for wharves, piers, and quays, with sufficient depth of water to admit vessels close in shore, and with good "holding-ground" in front.

The more compactly built portion of the city—the town proper—lies along the eastern side of this peninsula, and consequently on the western shore of the harbor. It is built, for the most part, on the slope of a hill, the summit of which is surmounted by Fort George, or the Citadel. The

M. S. BROWN & CO'S, 128 Granville street.

INTERNATIONAL

HOTEL,

Corner Germain and Union Streets,

ST. JOHN, N. B.

R. S. HYKE, - - Proprietor.

RUN ON STRICTLY FIRST-CLASS PRINCIPLES.

Large airy rooms.

Gas and Electric Bells throughout.

Bath Room, Sample Room, &c.

SITUATED IN THE HEART OF THE CITY.

Within five minutes walk of the Intercolonial Depot, American Boats, Digby and Annapolis Boats, European and N. A. Depot, and all places of Amusement and Business Stands.

It commends itself to the traveling public generally.

☞ All information in regard to fishing grounds given to tourists.

Terms--$2.00 per day.

For really good Watches, accurately adjusted, see

best view of the town is when seen from the opposite, or Dartmouth, shore; but the prospect from Citadel Hill is one which no visitor should fail to see. We will suppose him there upon the ramparts, or outside the works, at an angle of one of the bastions. Clustering almost beneath his feet, and spreading out more visibly on his either hand, north and south, is the town. Beyond it lies what is often, and probably with truth, called "the finest harbor in the world." Set in it, like a gem, is the green, mound-like George's Island, crowned by Fort Charlotte. These waters—blue as ever the Mediterranean was—stretch away to the right, or south-west, laving for miles the shores of McNab's Island, with its forest-clad hills and breezy downs; gleaming through the dark pine tops of the luxuriant Tower Woods; mirroring the pretty village of Falkland, which seems to clamber up the steep hill side from the lofty summit of which frowns York Redoubt; now playfully rippling and now rolling in, in curling and foaming waves, over Point Pleasant ledges and the more distant Thrum Cap shoal; until off Sambro, about nine miles distant, it becomes one with the broad Atlantic. On the other hand, to the northward, this sheet of water contracts in width, forming what are called *The Narrows*, the shores of which are beautifully variegated with groves, green fields, and pretty clusters of houses. Pursuing the view still farther in that direction, we may catch a glimpse of Bedford Basin over the shoulders of the hills which form the northern part of the peninsula. Turn to the rear or westward, and Halifax Common spreads out from the base of Citadel hill, an expanse which is, every year, being more extensively planted and otherwise improved, and will soon be a charming public park. This—more properly the *North* Common—comprises, together with the Public Gardens, an extent of about ninety acres. Of this area the Public Gardens comprise over fourteen acres. They are kept in first rate order, contain ponds and fountains, and a croquet lawn, and, although comparatively new, are already a delightful public promenade and a great boon to the citizens of Halifax. Beyond this Common there extends west, north and south, a great and nearly level plateau, which will, doubtless, at no distant day, be the heart of the town, as well as of the city, of Halifax. Already the work of building has been vigorously commenced in that section of the penin-

M. S. BROWN & CO., 128 Granville street.

Gentlemen's Furnishing Emporium,

163 HOLLIS STREET,

Directly opp. Halifax Club, - HALIFAX, N. S.

FREEMAN ELLIOT

Would call the attention of the Travelling Public to his first-class stock of

Gentlemen's Furnishing Goods,

READY-MADE CLOTHING, HATS AND CAPS.

Gentlemen en route can be well fitted out at this Establishment.

Observe the locality, 163 HOLLIS STREET.

Army and Navy Hat Store.

THOMAS & CO.

Hats, Caps, Furs, Umbrellas, Rubber Goods,

TRUNKS.

Valises, Satchels and Carpet Bags, Sleigh Robes and Horse Clothing, Gents' and Ladies' Fur Coats.

FUR GLOVES OF ALL KINDS,

MAKING AND REPAIRING A SPECIALTY.

Masonic Outfits always on hand.

Corner Barrington and Sackville Sts.,

HALIFAX, N. S.

First-class Watches at M. S. BROWN & CO'S.

sula. The view in that direction is bounded by precipitous, wooded hills, beyond the deep gulch, at the bottom of which the waters of the North-West Arm cannot be seen from this point of view. Turning our eyes once more in the direction of the harbor, we see on its farther shore the pretty and thriving town of Dartmouth, built down to the water's edge and backed by bold, wood-crowned hills, the slopes of which are dotted with tasteful villas, and through one of the depressions of which we may catch a glimpse of the picturesque Dartmouth lakes. Indeed, in whatever direction the eye is turned from the point we have selected, it is met with a prospect of rare beauty.

PROMENADES.

As favorite resorts for promenaders, the first place must be given to the *Public Gardens* and the adjoining *North Common*, which have already been briefly described. For many years past, it has been customary for a military band to play in these Gardens on Wednesday and Saturday afternoons during the Summer and Autumn, at which time they are usually visited by crowds of the *elite* of the city. They are also the favorite place for holding evening, open air concerts, which have been very popular in Halifax of late years.

Camp Hill Cemetery, separated from the Gardens and North Common only by the width of a street, being profusely planted with ornamental trees, shrubbery, and flowering plants, is also, notwithstanding its lugubrious associations, a favorite public resort; as is also the Cemetery of the *Holy Cross*, which occupies a somewhat similar position relative to the *South* Common. This South Common is separated from the Gardens already referred to only by Spring Garden road and the range of private residences by which it is bordered. The greater part of it has been enclosed as grounds for the Poor's Asylum, City Hospital, and Asylum for the Blind. It has recently been planted around its borders with shade trees, and can also boast of a very pretty piece of ornamental water; but it is not regarded as a public promenade.

The *Tower Woods*, in the immediate vicinity of Point Pleasant, the extreme southern point of the city, is another favorite resort of the Haligonians, old and young—for those who go abroad in their carriages or on horseback, as well as

Sterling Silver Spoons, M. S. BROWN & CO., Man'frs.

Fine Gold Wedding Rings, best value, M. S. BROWN & CO'S.

for the pedestrians. This ground, comprising about one hundred and sixty acres, is crown land, retained as such, under the control of the War Department, for defensive purposes; and it embraces no less than five of these defensive works—four forts and batteries and a martello tower, from which last the woods have been named. About 1874, however, the Imperial Government conceded the occupation of these grounds to the citizens of Halifax as a Public Park, for which they were admirably adapted, being for the most part covered by the primeval forest. Since that concession, great improvements have been made in them, but without materially deteriorating from the beauties of their natural wildness. They now comprise a real labyrinth of well constructed carriage drives, bridle roads, and footpaths. The rambler in these Tower Woods may see, at almost every step, some new charm in their native wildness,—groves of stately pines, dense copses, sunny glades, shady dells, picturesque ponds, natural rock work, and beds of ferns and wild flowers, make up a beautiful diversity. This will be further varied by what is an unusual concomitant of park scenery—by his frequently, out of what seemed the depths of the forest, catching glimpses of the harbor or North-West Arm, with a white sail, or a panting steamer, passing in the distance; or by his suddenly and, if a stranger, most unexpectedly stepping out of the dusk woods upon some rock eminence, where he has a broad view of the ocean itself; or stranger still if he did not know the history of the ground, by finding himself confronted, at the end of some vista of greenery, by the frowning Prince of Wales Tower, or some massive and heavily armed battery. The people of Halifax are very proud, and with good cause, of this park; and they have good reason to congratulate themselves upon its easily acquired possession.

A few words may here be said of the Drives in the environs of Halifax. One can scarcely drive out, upon any road in the vicinity, without meeting with much to charm the eye. For instance, that from Halifax, up the west side of the Basin to Bedford, ten miles distant; around the head and along the western side of the North-West Arm; from Dartmouth to Bedford by the east side of the Basin; Dartmouth to Waverley, or Montague gold mines; from the same place to the South-East Passage; any of these repay the tourist.

M. S. BROWN & CO'S Electro-plated Goods are unequalled.

Electro Spoons and Forks, &c., the best in the market, at

NOVA SCOTIAN RURAL SCENERY.

It may be remarked generally under this head that, as to fine scenery, portions of Nova Scotia surpass in the picturesque, and even in the grand, any others along the Atlantic coast of North America, from Labrador to the Gulf of Mexico. On the other hand, the scenery of the country in the interior is much more tame. Still it is much diversified with hill and valley, lake and stream, and nearly always a luxuriant vegetation; but it is quite wanting in mountains, properly so called, although there are numerous ridges and eminences that are locally so designated. The highest land in the peninsula of Nova Scotia proper does not exceed twelve hundred feet above the sea level; whilst the highest in the island of Cape Breton scarcely attains 3,000 feet.

To give as good an idea of the aspect of the country as can be given in a very limited space, we will suppose ourselves to accompany the tourist in his peregrinations through it. Starting from Halifax as a central point, we will first take the Atlantic shore west of that city. A steamer plies regularly between Halifax and the principal western ports; but we will take the daily stage coach. Our first notable land-fall is at St. Margaret's Bay. The drive along the winding road, around the head of this Bay, from East River to Hubbard's Cove, is a truly enjoyable one. Many of the coves which indent its rugged shore afford a prospect that would delight the heart of the enthusiastic sea bather. Here, when there is wind with "southing" in it, we may see the crested wave in the distance come rolling in as if it had come direct from Bermuda, and break and ripple over an easily shelving beach of sands as white as the snow itself.

It may be observed that there are scores of places on the various shores of Nova Scotia which offer much greater *natural* attractions as watering places than any of those fashionable spots on neighbouring coasts, to which people of the interior of this continent are in the habit of resorting during the parching heats of their Summer. The bather can take a tepid bath and a day's swim in the upper waters of the Bay of Fundy—Minas Basin, or Chiegnecto Bay—or he can take his invigorator as cold as he likes on the Atlantic coast. But the natives resident at these numerous favoured spots never seem to have thought of, or cared for, "turning an honest penny" by providing the *artificial* attractions

M. S. BROWN & CO'S, 128 Granville street.

Fine and ordinary Watches, all styles,

which would not fail to make those places the summer resort of thousands.

A few miles after losing sight of St. Margaret's Bay, we come into view of Mahone Bay, and soon arrive at the pretty village of Chester at its head. This Bay, profusely studded as it is with islands—some of them still clothed with the luxuriant foliage of their original forest, others smiling under a high state of cultivation—has been long and deservedly famed for its attractions of scenery. The drive, following the sinuosities of its shores, from Chester to the *village* of Mahone Bay, or Kinburn, thence to the town of Lunenburg, thence to Bridgewater, at the head of navigation on the LaHave, is throughout charming. In Lunenburg and most of the rural settlements of this country, we begin to learn something of the diversities of population in Nova Scotia. Here the people of German descent largely predominate; and they have retained their language, habits, and modes of thought and of transacting business. As one consequence, the county town itself—Lunenburg—whilst finely situated and a thriving place, is one of the quaintest old towns in the Province. In passing from Pictou, Antigonish, or Inverness, to Lunenburg, we virtually pass from the Highlands of Scotland into Germany; as in Chezzetcook of East Halifax, the more southern section of Yarmouth, and Clare township in Digby, we shall find most of the inhabitants more old-fashioned French than the natives of old France.

Bridgewater is a thriving and bustling little town, built up mainly by its lumber trade; and the LaHave is one of the largest and finest rivers in the Province. From Bridgewater to the confines of Yarmouth county, the post road passes through a not very interesting country, except where it crosses through the valleys of the numerous rivers which intersect this part of the Province. There we shall usually find extensive lumbering, or shipbuilding establishments, or both, surrounded with all the evidences of cultivation and prosperity. The principal places on our route are Mill Village, on the Port Medway; Liverpool and Milton on the Liverpool River; Lockeport, from which the fisheries are extensively prosecuted, and to reach which we must make a detour from the more direct route; Jordan River; Shelburne, upon her own noble harbor; the Clyde, and Barrington.

M. S. BROWN & CO'S, 128 Granville street.

Fine Gold Guard, Albert, Brooch, and Neck Chains,

After leaving Barrington, we meet with little of interest until we reach Pubnico. This is a large settlement, comprising an almost continuous village quite around the harbor, and throughout its whole length. The inhabitants are almost exclusively of French origin and form a very orderly, industrious and well-to-do community. From Pubnico to the pretty village of Tusket, at the head of navigation on the river of the same name, winding around the deep inlets of Abuptic, Argyle Sound, and the lower course of the Tusket river, we have before our eyes one continuous, ever-shifting, and beautiful panorama. The waters thus skirted are begemmed with about three hundred islands, called "The Tuskets." These are of the most varied shape, elevation and dimensions, many of them being in a high state of cultivation, others still covered, in whole or in part, by luxuriant forest trees. Many persons—and the writer must admit himself among the number—consider that this portion of Nova Scotian coast scenery, whilst of the same general character as that of the more celebrated Mahone Bay, quite surpasses the latter in the richness and variety of its attractions. The Tusket river itself is one of the largest in Nova Scotia, and in its course from the interior expands into a number of large and beautiful lakes. A twelve miles' pleasant drive brings us from Tusket village to the town of Yarmouth. This exceedingly enterprising town—which is now probably the second in Nova Scotia in population, as it is unquestionably the first in the tonnage of shipping owned by it, and that in a Province whose property so largely consists in shipping—is surpassed by no other in the general tidiness of its aspect, the taste displayed in its buildings, and the general air of prosperity which reigns in and about it; for the surrounding country, for miles in every direction, has that same air of thrift.

The Western Counties line, for the most part, runs through the back country, in the rear of the post road; but it is to connect with the ports of Weymouth and Digby. For the present, we follow the post road which, during nearly the whole of a long day's drive, follows closely the shore of St Mary's Bay. Soon we reach the French township of Clare; and, in traversing its greatest length, we pass through one continuous straggling village. This is characteristic of the older settlements of French origin everywhere

M. S. BROWN & CO'S, 128 Granville street.

For really good Watches, accurately adjusted, see

in the Dominion of Canada; because the inhabitants, instead of throwing off new hives, to settle elsewhere, always prefer keeping their descendants at home, and dividing and subdividing their lands amongst them. Clare has, however, a frugal and industrious population, living partly by agriculture, partly by the fisheries, engaging to some extent in shipbuilding, and adhering rigidly to their language, religion, and most of their old customs; and, upon the whole, they are a prosperous people. During all our drive through Clare, we see on our left, across the beautiful St. Mary's Bay, the lofty and precipitous Trap Ridge—a continuation of the North Mountain of Annapolis and King's counties—which is broken by the various channels between St. Mary's Bay and the Bay of Fundy, known as Grand Passage and Petit Passage, into the distinct masses called Briar Island, Long Island, and Digby Neck.

Weymouth, the next place of note on our route, is a picturesque village at and near the mouth of the Sissiboo river, and carries on a brisk business in lumbering and shipbuilding. As in many other instances, not only in Nova Scotia, but throughout North America, a strangely perverse arbitrariness has been shown in the naming of this place. It is called Weymouth; because it is *not* at the mouth of the *Wey*, but of the *Sissiboo*. Digby is a very neat little town, beautifully situated, and with very attractive surroundings. It is built upon the side of a rather steep hill, fronting upon, and at the extreme western termination of, that universally admired sheet of water, the Annapolis Basin. On the right and left respectively, and on either side of the Basin, stretch the South and North Mountains, as they are called, the latter being, close by, traversed by the deep, narrow, and wild-looking gorge known as St. George's Channel—vulgarly "Digby Gut"—which affords the sole outlet from the Basin to the Bay of Fundy. Away over the waters in front may be seen Goat Island, which divides the Basin into two pretty nearly equal portions; and the lower one of these is often called "Digby Basin." This town is a favorite summer resort of the people of St. John, New Brunswick; and few more favorable summer residences could be found by any one in pursuit of health or pleasure.

From Digby we can proceed up to Annapolis by the steamer from St. John, which touches here three times a

M. S. BROWN & CO., 128 Granville street.

First-class Watches at M. S. BROWN & CO'S.

week—Monday, Wednesday and Friday—on her way up to Annapolis, as also on her return upon the three alternate days; or we may still follow the post road by the south side of the Basin. The latter route will enable us to see the romantically situated village of Hillsburgh, clustered under lofty hills at the head of navigation on the River Herbert; and Clementsport, filling a somewhat similar dell near the mouth of Moose river. At Annapolis we reach the present terminus of the Nova Scotia railway system. This charming old town is even more interesting for its historical associations, than for the beauty of its situation and environs. It is, in fact, the oldest town of European origin in America, north of St. Augustine in Florida, the founding of which latter place preceded it a few years. The old fortifications of the place, both citadel and outworks, which were so often lost and won by their rival claimants, can still be easily traced; and they indicate the sites of many a bloody encounter, in the days of old, between the French and Indians on the one side, and the English on the other. Here may be said to commence the celebrated Annapolis Valley, its termination, where it is much wider than here, being at the shore of the Basin of Minas, in Kings County. Although the valley itself is almost a perfect level, the enclosing walls of the North and South Mountains, and especially the former, which rise abruptly from the plain and usually to a height of from four to five hundred feet, take away all appearance of tameness from the face of the country. This charming valley is, throughout its whole extent, cultivated like a garden. Indeed no small proportion of its total area actually is taken up in gardens and orchards; and the fruits of this valley—apples, pears, plums, and of late, peaches—of which, especially the first, immense quantities are grown, have attained a world-wide celebrity for their excellent quality.

The places of most note which we pass through on leaving Annapolis by rail for the eastward, are Bridgetown, where the railway passes from the southern to the northern side of the Annapolis river; Lawrencetown; Middleton; Aylesford; Berwick; Kentville, a beautifully embowered little town and the county town of King's county; Wolfville, where is situate Acadia College; and Grand Pre, which is the extreme eastern point of what is called the "Annapolis Valley,"

Sterling Silver Spoons, M. S. BROWN & CO., Man'frs.

Fine Gold Wedding Rings, best value, M. S. BROWN & CO'S.

although more than half of its area is actually in King's Co. All these towns and villages give evidence of a high degree of cultivation, not only of the soil, but of the tastes of those who dwell in them. Still, this trip by rail can give but a faint idea of the productiveness of this valley. The view from any of the eminences in the rear of Wolfville or Grand Pre northward, is very fine, taking in as it does the whole width of this end of the valley just referred to, the full sweep of the Basin of Minas with the bold headland of Cape Blomidon, the eastern termination of the North Mountain, and the range of the loftier Cobequid Hills in the remote distance. All the country hereabouts was called Minas under the old French denomination; and it is here that Longfellow has laid the principal scene of his charming poem *Evangeline.*

Resuming our route, we cross the outlet of the lovely valley of the Gaspereau; roll on to Hantsport, a town on the Avon which has grown rapidly into importance by virtue of its shipping interest, and are soon in Windsor, the county town of Hants. This, one of the oldest towns in the Province, is finely situated near the confluence of the Avon and St. Croix Rivers, in the midst of an agricultural country of exceeding fertility, and carries on a large trade in gypsum, which, indeed, is exported in immense quantities from all the northern parts of this county, as also from south-western Colchester. Hants is one of the principal ship building and ship owning counties in the Province. Windsor is the site of King's College, the oldest institution of its class in the Maritime Provinces. From Windsor to Halifax the only places we need specially note are Ellershouse, on the St. Croix, where a pretty and thriving manufacturing town has been built up in a few years through the energy and enterprise of one man, from whom it derives its name; Mount Uniacke, where the tourist, if disposed, may visit the Uniacke Gold Mines, only three miles from the station; and Bedford, with a large fish-breeding establishment, at the head of the Basin of that name, a favorite spot of the Haligonians, in both summer and winter excursions.

THE NORTHERN ROUTE.

Leaving Halifax, this time by the Intercolonial Railway, and passing Bedford again, we soon reach Windsor Junction, where the tourist has an opportunity of easily reaching

M. S. BROWN & CO'S Electro-plated Goods are unequalled.

Electro Spoons and Forks, &c., the best in the market, at

Waverly Gold Mines, which are only one and a-half mile distant. Remaining in the train and skirting along a few of the myriad of lakes which are scattered all over this Atlantic coast section of Nova Scotia—those we now see contributing to the head waters of the Shubenacadie—we at length cross that river at Enfield and are in Hants county again. From Enfield a road leads eastwardly to the Oldham Gold Mines, four miles distant, in Halifax county; another leads in a westward direction to Renfrew Gold Mines, six miles away, and in Hants county. Passing several other stations on the Intercolonial, we reach Shubenacadie station, and there again crossing the river of that name, enter Colchester county. From this station stage coaches run daily to Maitland, a thriving town at the mouth of the river. The character of the country for some time past, has entirely changed and more resembles what we left about Windsor. Rocks have disappeared and we see, on every hand, a good cultivable soil. Crossing the Stewiacke, which through its whole course drains an exceedingly fertile and flourishing agricultural country, and leaving Brookfield behind, which is the centre of a like district, we reach Truro. This town is situated about two miles above the head of navigation of Cobequid Bay, and is surrounded by a more open country than can be seen elsewhere in the Province. It is often said to be the prettiest town in the Maritime Provinces. This is matter of taste. It has certainly, of late years, made more material progress than any other in Nova Scotia, and is now probably the third town in the Province in population. It is rather straggling than compactly built, upon ground almost perfectly level throughout, flanked by cultivated hills on the one side, and by broad intervale lands, gradually changing to dyked marsh on the other; is very regularly laid out; is well and, for the most part, tastefully built. Notwithstanding its inland situation, and the absence of any natural water power, it has lately become one of the most considerable manufacturing towns in Nova Scotia. It is the county town of Colchester and seat of the Provincial Normal and Model Schools. It is the point of junction of the Pictou Branch Railway with the Intercolonial. Stage coaches leave here—and return—twice a day for Maitland and intervening villages, and daily for Tatamagouche. Truly magnificent views are to be had from some of the hills east and north-east of Truro, spots which few tourists fail to visit.

M. S. BROWN & CO'S, 128 Granville street.

THE CHEAPEST RETAIL DRY GOODS HOUSE,

273 & 275 BARRINGTON STREET, CORNER JACOB ST.

McMURRAY & CO.

Staple and Fancy DRY GOODS and GENTS' FURNISHINGS.

Manufacturers and Importers of

COSTUMES, MANTLES & MILLINERY.

GENTS' FURNISHINGS.

DRESS GOODS.

New and Fashionable Fabrics, in all the leading and useful colors.

Black Silks, Satins and Velvets.

MOURNING.

Black Cashmeres, Crape Cloths, Parramattas, Cords, Lustres, &c. Rainproof Crapes, and every requisite for Family Mourning.

Dress Trimmings, Ribbons, Laces, Gloves, Hosiery, Ties, Collars and Cuffs, Fancy Goods and Novelties, Skirts & Underware, &c.

CORSETS.

Dr. Warner's Health Corset.
" " Nursing "
Madame Foys Skirt Supporting do,
Princess Louise Corset.
Royal Spoon Busk Corset.
And all the New Improved Corsets.

Bargains in every Department.

WOOLENS.

Mantle Cloths, Ulster Cloths, Waterproof Cloths, Beaver Cloths, Pressed Beaver Cords, Diagonals and Matalasse Cloths, Scotch and Canadian Tweeds, Doeskins, Oxford Homespun, &c., &c.

Flannels, Serges, Printed & Fancy Flannels, &c., &c.

COTTONS.

Printed Cottons, White Cottons, Grey Cottons, Oxford Shirtings, Regatta Shirtings, Bedtick, Drills, Canton Flannels, &c., &c.

HOUSEHOLD GOODS.

Sheetings, Pillow Cottons, Table Linens, Towelings, Quilts, Blankets, &c., &c.

GENTS' FURNISHINGS.

MILLINERY.—Paris and London Trimmed Hats and Bonnets, Straw and Felt Goods, French Flowers, Ostrich Feathers, Wings, Birds, Ornaments, &c.

MANTLES AND COSTUMES.—All the Leading Styles and Fashions. A full assortment of Seasonable Goods always in stock.

ANNOUNCEMENT.

We have recently greatly enlarged our premises, and having, under experienced Managers, a large number of efficient operatives,

MILLINERS, MANTLE & DRESS MAKERS,

we have every facility to execute promptly and satisfactorily all orders in these DEPARTMENTS, and we offer our Patrons the advantages of the Latest Style, a Perfect Fiting Garment, and Superiority of Finish, at the LOWEST POSSIBLE PRICES.

McMURRAY & CO.

Fine and ordinary Watches, all styles,

"EXHIBITIONS,"

Though not peculiar to the latter half of the Nineteenth Century, are yet a distinctive feature of this period. We never think, in speaking of Industrial Exhibitions, of going further back than 1851, when the marvellous "Crystal Palace," glass and iron, arose like a fairy vision in Hyde Park. That was not, indeed, the first national or international effort in the same line; but it was so very far in advance of all previous efforts, that it has been accepted as marking an era in the industrial development of the civilized world. To Prince Albert the idea was mainly due. He gave to it all his thought and industry and energy; and the nation justly gave him credit for it. There was a freshness, a charm, an ideal grace and joyfulness about that Exhibition which have not been rivalled since. It was not the greatest, it was not the best Exhibition; but it was the most surprising and heartsome. All Britain was proud of that wondrous Palace of industry and art, with its nine miles of *exhibits* and its marvellous aggregation of human interest.

It was intended to have another Universal International Exhibition in 1861, but the date had to be postponed for one year. Before the opening of 1862 the guiding hand of the Prince Consort was nerveless in death, his directing eye was closed, and

"The silent father of our kings to be"

left a blank which could not be filled. Yet his spirit was not dead. His plans for the advancement of art and science had borne valuable fruit. The Exhibition of 1862, notwithstanding the national sorrow, was a brilliant success. All nations of the civilized world were represented there; and the thoughtful spectator could see and compare for himself the finest productions of the hand of art and industry. In that Exhibition NOVA SCOTIA bore an honorable if not a distinguished part, reflecting high credit on our manufacturers

M. S. BROWN & CO'S, 128 Granville street.

Fine Gold Guard, Albert, Brooch, and Neck Chains,

and exhibitors. There was the renowned coal column, 36 feet high; there was a notable pyramid of native gold; there were manufactures in steel and gold and wood and furs. There were preserved fishes that showed the "treasures of the deep;" and there were models of our finest sailing ships.

Nova Scotia was represented in Paris, in Dublin, and especially at Philadelphia, at the great Centennial Exhibition of 1876. At none of these Exhibitions was there ground for being ashamed of our Province; but at all there was ample occasion for modesty, and for the exercise of a teachable and inquiring spirit. The Province expended a very considerable amount of money in thus exhibiting its products; but we do not doubt that the result has amply justified the sanguine anticipations of the country.

Our first local Exhibition owed its initiation to the London Exhibition of 1851. The intention was to have ours in the autumn of 1853. The project was mooted. The Government and Legislature approved of it. Some men were very enthusiastic in urging it forward. But it was extremely difficult to get the public interested. The feeling was, "What have we that is worth exhibiting?" To the last moment it was impossible to arouse the mechanics of this city to the importance of the project; and the result was that when the Exhibition day came in 1854 the mechanics had next to nothing that was worth looking at.

During the summer of 1854 the public interest in our first Exhibition began to manifest itself. From Pictou, Amherst, Annapolis, Lunenburg and a great variety of places *exhibits* were promised, and the problem for the Committee of Management was not "What can be got to exhibit?" but "Where shall we find space to show all these?"

That first "Industrial Exhibition" of ours is well worth recalling with affectionate remembrance. As it was our first effort, so it was our most enthusiastic and single-minded attempt at showing the natural wealth of our country. The Exhibition lasted ten days,—opening on Wednesday and closing on Saturday week. Communication between Halifax and the rural districts was then a matter of grave expense and difficulty. No railways traversed our country, and no steamers skirted our coasts, calling as now from port to port. Travel-

M. S. BROWN & CO'S, 128 Granville street.

For really good Watches, accurately adjusted, see

ing was laborious, slow and costly, and many of the articles exhibited in Halifax in 1854 had to be conveyed to the city at heavy expense in the old-fashioned wagon.

On the day of opening, Wednesday the 4th October, there was first the firing of a royal salute from the Parade; then the church bells rang out a merry peal: then in the course of the day there was a procession in which the National Societies, the Free Masons, and the Sons of Temperance took part. Then there was a general rally at the Province Building where the opening ceremony took place. An address was delivered by the venerable Chief Justice Sir Brenton Halliburton. Dr. Forrester narrated the proceedings of the Committee. The Lieutenant-Governor, Sir Gaspard Le Marchant, pronounced the Exhibition duly opened. Prayer was offered by Bishop Binney; and a brief speech was delivered by Hon. William Young, then Attorney General. The Exhibition continued from Wednesday the 4th till Saturday the 14th. On the closing day our now venerable Chief Justice, Sir William Young, gave a splendid address on agricultural topics. On successive evenings during the Exhibition lectures were delivered by Hon. Joseph Howe, J. W. Dawson, Dr. Cramp, Dr. Robertson of Wilmot, J. D. B. Fraser of Pictou, and others. The Exhibition was held in the Provincial Building with a large tent on each side of it. In the north tent were the agricultural, horticultural and dairy products. In the south tent were manufactures of wood, iron, &c. The main building was fully occupied with works of art and home manufactures.

The results, on the whole, were highly beneficial. It is said that Edmund Burke spoke of Nova Scotia as a "hard favoured brat not worth the rearing." Strangers had little idea prior to 1854 of the excellence of the products of the orchard, the garden and the farm as shewn in our beautiful and fertile interior.—There was one notable drawback. The mechanics and manufacturers of Halifax were "nowhere." They had done themselves the greatest possible injustice by keeping in the background, and affording no adequate proofs of their skill and enterprise.

There was another Exhibition in Halifax, a very creditable one, in October, 1868. The agricultural part of this show was excellent. Horticulture also received due prominence;

M. S. BROWN & CO., 128 Granville street.

BENJAMIN GODKIN

Tailor,

169 HOLLIS STREET, HALIFAX,

Importer of and Dealer in

West of England CLOTHS,

DOESKINS,

AND

TWEEDS OF ALL STYLES

First-class Watches at H. S. BROWN & CO'S.

but there was a notable defect in the show of the products of our mines and fisheries. The Exhibition of 1868 will be remembered in connection with the brilliant address with which it was closed by Hon. Joseph Howe—the last effort of the kind with which he ever favoured a Halifax audience. The progress made between 1854 and 1868 was very marked and noteworthy. Who could now speak of this Province as a "hard favoured brat," in the presence of such proofs of fertility of soil and geniality of climate!

Space will not allow of more than a passing reference to the excellent Exhibitions since held at Halifax, Truro, Kentville and again at Truro, where the farmers especially received all the prominence due to the importance of their noble calling.

Other Provinces—New Brunswick, P. E. Island, Quebec, Ontario, have given attention to "Exhibitions" as a means of education for all classes. The expense has always been considerable, but the money is considered as well invested. Even far-off Australia has now a "World's Exhibition" on hand; and it is generally recognized that no civilized country can do well without this method of showing forth its own capabilities and learning what others are doing.

THE PRESENT EXHIBITION.

After full consideration of all the interests concerned, it was resolved in 1878 that the next Provincial Exhibition should be held in HALIFAX, as the capital of the Province, and equally accessible to east, west and centre. The

SITE

Is the best possible, within easy reach of all parts of the city, fronting on a spacious street, and with well-finished streets on the left and the rear. The

GROUNDS

Cover an area of fifteen acres, between Tower Road and Robie Street on the one hand, and Morris and College Streets on the other. A large part of the grounds will be occupied by a DRIVE intended to afford ample opportunities for the display of the qualities and the mettle of the horses sent to

Sterling Silver Spoons, H. S. BROWN & CO., Man'frs.

the show. This is a feature introduced for the first time into a Halifax Exhibition, and it will no doubt prove one of the grand attractions. The grounds are by no means "ornamental;" but the absence of trees is in this case an advantage; and ample shelter will be provided by sheds and buildings.

THE BUILDING

Is intended to be permanent. It is an ornament to the city, and we mean no disrespect to the "palatial" residence in the vicinity with its 400 or 500 inmates, when we say that it is quite a relief to turn from the big brick pile to the light and airy and joyous-looking structure of wood and glass.

The Building faces Tower Road, and stands forty-five feet off that street. The principal entrance is approached by a semi-circular drive and carriage-way, neatly laid out, and affording every facility for coming and going. The ground near the building is carefully and neatly graded, the loose stones being raked off to a considerable distance.

The Exhibition Building is 231 feet in length, from north to south, fronting Tower Road, and 81 feet in depth. It stands two stories in height. The roof is semi-circular. At the corners are towers each 21 feet square. The clear height of the Main Building is 45 feet. The Front Building rises to a height of three and a-half stories, or 92 feet, and is 51 feet square. Above the first story it is an octagon. Through this "Front Building" is the main entrance 19 feet wide, and it contains the offices, which are most conveniently arranged in close proximity to each other,—thus obviating a difficulty that often perplexes and annoys—namely, hunting here and there for the officials with whom one has to transact business.

The building has a light and cheerful as well as a fairly substantial appearance. There are windows enough to insure sunlight in ample supply,—an essential element in Exhibitions,—and an element greatly lacking hitherto in our Halifax buildings used for Exhibition purposes.

Visitors will approach the Exhibition Building mainly by two routes,—up Morris Street or along Spring Garden Road. In either case a full and striking view will be obtained,—a "picture" which the visitor will do well to fix upon his memory. Coming along Tower Road the "drive" already spoken of will lead to the spacious entrance. There is ample accommodation for the free ingress and egress of the crowds that will throng these aisles and passages. You will, of

course, first take a walk along the main aisles on the ground floor. These, in the aggregate, measure many hundred yards; and not a square foot of space but affords material for investigation, for contrast or comparison,—for some useful mental exercise.

The first glance around will be of necessity quite superficial. You will need to explore, and re-explore; and it will be of immense advantage to you if in your wanderings you have the companionship of some one who has already studied up the matter and who "knows what's what." The most obtrusive objects are often not the most valuable or interesting; and they should not be allowed to occupy the attention of the thoughtful visitor to the exclusion of other and less prominent exhibits.

The galleries almost duplicate the space on the ground floor; and they are by no means to be neglected. Here especially you have the opportunity of admiring the results of the patience, the skill, the good taste of the ladies of Nova Scotia.

At a reasonable distance in the rear of the Exhibition Building are the "Cattle Sheds," the proper shelter and provision for all the animals submitted to the admiring gaze of the public and the discriminating verdict of the critics.

Inside and outside there is ample provision for the comfort of "man and beast." However large the hosts of visitors,—and they are sure to be unprecedented as far as this Province is concerned,—they will find room, and accommodation, and a warm welcome.

OBJECTS ON EXHIBITION.

No catalogue is ever absolutely perfect or complete; the best service that can be rendered to the visitor is to help him to use his own eyes, and to make and memorize his own "notes." The objects on exhibition are arranged in twenty-seven classes. Over a thousand prizes are to be competed for. The very best skill and industry of the country, in all departments of labour and enterprise, will be amply represented within these walls. The horses, cattle, sheep, hogs, &c.,—the products of the mine, the orchard and the farm,—the harvest of our opulent seas,—the handiwork of our artizans,—the "cunning work" of our wives and sisters and daughters,—all will challenge thoughtful admiration, and patient and discriminative judgment.

SOME DETAILS.

Though we do not attempt the tedious and unprofitable task of laying before the reader a complete catalogue of objects, or a precise description of articles and their positions in this corner or on that shelf, in this aisle, or in yonder alcove,—we can furnish some helpful details which the reader will not find in the least burdensome to his memory or perplexing to his understanding. The Exhibition will open on

MONDAY, 29th SEPTEMBER,

at 7 A. M.,—but only for the reception and arrangement of *exhibits*. The public are not asked to the grounds. Exhibitors will report themselves at the Secretary's Office in the Building, and they will receive due attention. They will be shewn the spaces for their exhibits, or the pens for their cattle. Animals, flowers and perishable articles will be received on Tuesday morning. The formal public

OPENING

will be on Tuesday, at 2 P. M. Admission on that day will cost 50 cents. On subsequent days the price is reduced to 25 cents. You can explore every part of the Building and the Grounds from 9 A. M. till 6 P. M., on any of the days of Exhibition. From 6 P. M. till 10 the Main Building only will be open, and it may be expected to be the grand centre of attraction, with its brilliant display of varied *exhibits*, its bands of music and its array of fashion and beauty.—The Judges are to complete their work of inspection and to determine the comparative merits of articles, by midday on Wednesday. The Exhibition will close on Friday, Oct. 3.

We have already stated that there are

TWENTY-SEVEN CLASSES

of exhibits; but there may be still more, as the Managers have thoughtfully left room in their Regulations for any article that may meet their approval at any reasonable time before opening day. Awards of merit will be given for such as deserve recognition in that way.—Space will not allow us to enter into minute details of each class, even if it were desirable to do so. We can, however, devote space enough to serve all the practical purposes of the intelligent visitor.

Class 1. includes horses, which are to be judged according to age, size, training, style and soundness, as well as breed. We are sorry to say that in this line nothing very remarkable need be expected. We in Nova Scotia are not yet up to the mark in the matter of "horse-flesh." Prizes ranging from $6 to $50 are offered for different grades and qualities of horses.

Class 2. embraces Cattle of all grades, from the thoroughbred that can boast of a well-attested pedigree, running back to some great-great-great-great grandmother,—down to the useful, quiet home-bred cow, whose glory is a couple of rich creamy pails of milk per diem. The show of cattle will probably beat anything heretofore seen in the Maritime Provinces. The premiums range from $4 to $30.

Class 3 includes sheep—thorough-bred and crosses,—Shropshire Downs, South Downs, Leicesters, &c.

Class 4. Swine, animals that are beginning to receive the attention they deserve.

Class 5 will attract more attention than the preceding two,—as it includes fowls of 66 different varieties, from bronze turkeys down to common chickens and uncommon pigeons.

Class 6. Roots and Vegetables, will interest everybody, but especially farmers and market gardeners. Potatoes, turnips, cabbage, beets, carrots, onions, melons, &c., receive due recognition.

Class 7 includes grain and seeds, with grain manufactures.

Class 8. Dairy Produce. Whoever loves good butter and abhors the bad, should give some attention to this section, for the purpose of encouraging the former sort and objurgating with due emphasis against the latter! So too with cheese.

Class 9. Goods made of hemp, wool, flax or straw. Here the skill of the deft fingers of Nova Scotia women will appear.

Class 10. will give ample scope to our artizans for a display of their progress in the manufacture of Agricultural Implements.

Class 11. will be the favourite class with all unsophisticated juveniles. For is there a girl or a boy in all the land that would not undertake *instanter* to discuss and judge Apples, Pears, Quinces, Plums, Peaches, Grapes, and all sorts of fruits?

CLASS 12. will present a most charming display to all lovers of "Ornamental Plants and Flowers." Great progress in the culture of these has been made of late years, and the Exhibition will, we trust, give to the good taste of the public a fresh impulse.

CLASSES 13 and 14, include a display of "Economic Minerals," and of "Manufactures in Wood."

CLASS 15 shows what we can do in the matter of Carriages, while CLASS 16 will do some measure of justice to our Naval Architects.

CLASSES 17 and 18 include Manufactures in Metal and in Leather, Saddlery and Harness. Our fishermen are expected to do justice to their important calling under CLASS 19 (Fisheries.) Under this head fish culture will be exhibited, —a new thing to the great majority of visitors.

CLASS 20 exhibits Furs: CLASS 21, Preserved Meats, Fruits, &c.

The FINE ARTS are not overlooked, there being no fewer than 14 prizes allotted under this CLASS (22.) CLASS 23, embraces Ladies' Work; CLASS 25, Indian Work. The remaining classes are "Miscellaneous" or "Special."

We have now said enough to give a general idea of the contents of the Exhibition of 1879. For anything and everything beyond this the inquirer must explore personally. At any rate that is the best, the only satisfactory way of gaining information.

"THE POWERS THAT BE."

It would be unpardonable were we to neglect honorable mention of the men who have taken a specially prominent part in promoting this Exhibition. As the City has taken so onerous a part in the enterprise—going so far as to furnish the building—it was proper that His Worship the Mayor and the Aldermen should have due prominence. Mayor Tobin, accordingly, is chairman of the General Committee, and the Aldermen are members of it. They have the benefit of the counsel of a number of public-spirited citizens, and of such officials as the Senators, M. P.'s, M. P. P.'s, and Executive and Legislative Councillors within the city and county. The work is divided and sub-divided and placed under the charge of sub-committees who are held responsible for the success of their allotted departments.

RESULTS.

It is quite superfluous to dilate on the usefulness of Exhibitions where the works of different manufacturers, the products of different climes, the fruits of rival industries, the results of varied circumstances, talents and rewards, are placed within easy comparing distance from each other. In our own case farmers east and west, from this county and that other, can view with intelligent appreciation the differences between the results attained by varying methods. And so with other avocations. We are social beings: we are profoundly impressed by inter-communion. We give and receive ideas by coming into contact with veritable samples of success or of failure,—of defect or of excellence. Exhibitions are intended to teach by example,—by ocular demonstration. The principal drawback is the shortness of the time at the disposal of earnest "students" who are resolved to learn what they can. In order to gain the largest benefit from the Exhibition, visitors ought to take season tickets and to come early and stay late, and to devote their attention specially to the department which concerns their own life-work. Of course there will be many who come and go simply to see the "lion." They will take a superficial glance at most of the things, and be at some little pains to admire what others are admiring. This class has its uses, but it is always more ornamental than useful. Exhibitions would do ill without these showy people on show days. But it is not for their benefit that we get up Exhibitions, but for the benefit mainly of our farmers, mechanics and manufacturers, that they may be stimulated to higher measures of excellence in their respective callings.

Let us conclude with the impressive words of the illustrious Prince Consort at the opening of the great Exhibition of 1851:

"The products of all quarters of the globe are placed at our disposal, and we have only to choose which is the best and cheapest for our purposes, and the powers of production are intrusted to the stimulus *of competition and capital.*

"So man is approaching a more complete fulfilment of that great and sacred mission which he has to perform in this world. His reason being created after the image of God, he has to use it to discover the laws by which the Almighty governs His creation; and, by making these laws his standard of action, to conquer nature to his use—himself a divine instrument.

"Science discovers these laws of power, motion, and transformation: industry applies them to the raw matter, which the earth yields us in abundance, but which becomes valuable only by know-

MARSHALL & SMITH,

155 Granville Street, Halifax, N. S.

Importers and Dealers in

British, Continental American and Canadian

DRY GOODS,

Silks, Satins, Velvets, Poplins,

Mourning Goods,

COURTAULD'S

SUPERIOR BLACK CRAPES

Millinery and Fancy Goods,

CALVATS, DENTS, LE BEAUS & GIUSEPPS

FRENCH KID GLOVES,

BALBRIGGAN & ENGLISH

HOSIERY,

Ladies Silk Sun-Shades and Umbrellas, Domestic and Household Goods, Muslins and Laces,

SHAWLS, MANTLES & COSTUMES,

&c., &c., &c.

MITCHELL'S
Fruit and Flower
STORE,

25 GEORGE ST. HALIFAX, N. S.

All the choicest kind of FRUIT in their season.

The Very Best FRENCH and AMERICAN

CONFECTIONERY.

THE FINEST

ICE CREAM PARLOR

IN THE CITY.

—ALSO—

OYSTERS & HOT COFFEE,

Commencing last week in September.

T. MITCHELL, - Proprietor.

THE NEW DRY GOODS HOUSE.

MATHESON, HARLEY & CO.

Beg to announce that they have opened the store

151 Granville Street,

Formerly occupied by Peter Grant & Co., with an

ENTIRELY NEW STOCK OF

DRY GOODS,

Consisting of

DRESS GOODS IN VARIETY.

All the Latest Styles in

LADIES' MANTLES,

A large assortment of

Fancy & Millinery Goods.

MOURNING GOODS A SPECIALTY.

Immense Stock of

Household and Furnishing Goods,

And every description of Goods usually found in a First-class Dry Goods House.

AN INSPECTION OF OUR STOCK RESPECTFULLY SOLICITED.

K. J. MATHESON. F. W. HARLEY. G. H. BAYNE.

ledge. Art teaches us the immutable laws of beauty and symmetry, and gives to our productions forms in accordance to them. The Exhibition is to give us a true test, and a living picture of the point of development at which the whole of mankind has arrived in this great task, and a new starting-point, from which all nations will be able to direct their further exertions.

"I confidently hope that the first impression which the view of this vast collection will produce upon the spectator, will be that of deep thankfulness to the Almighty for the blessings which He has already bestowed upon us here below; and the second, the conviction that they can only be realized in proportion to the help which we are prepared to render each other, therefore, by peace, love, and ready assistance, not only between individuals, but between the nations of the earth."

NOT EXEMPT.—A German applied to a Justice to be relieved from sitting upon a jury. "What is your excuse?" said his honor. "I can't speak English," was the reply. "You have nothing to do with speaking," said the judge. "But I can't *understand good English.*" "That's no excuse," replied the judge. "You are not likley to hear good English at the bar."

"WHAT on earth have you brought all those things *home* for?" contemptuously asked a woman of her husband, as he spread a lot of pictures on the table. "You have often twitted me," he answered, "of never having any views on any subject, and so I've got a lot of 'views' here on all sorts of subjects; and they are *my* views: I paid for 'em!"

A CONNECTICUT Yankee has cleared his house of rats by catching one and dipping him in red paint. He then let him loose, and the other rats, not liking his looks, left immediately. He says that is a red-y way of clearing them out.

SPIRIT-RAPPING.—A haunted house in the country had three fearful midnight raps every night. People kept away until it was found that the next-door neighbour knocked the ashes out of his pipe at that time.

AN analyzing dame reports that "she had heard of but one old woman who kissed her cow; but she knows of many thousands of young ones who have kissed very great calves."

IT is said that the reason that ladies are like arrows is because they are all in a *quiver* when a *beau* comes.

IT is well that virtue is its own reward, for it rarely obtains any other.

REVISED TABLE OF DISTANCES AND FARES FOR HACKNEY CARRIAGES.

(Published by order of the City Council, dated August 22nd, 1876.)

DISTANCES.

From the Grand Parade, North to—

Jacob Street or Commercial Wharf	¼ mile.
South end of Maynard Street or Cunard's Wharf	½ "
North end Park Street or West's Wharf	¾ "
Institute for Deaf and Dumb or Dockyard Gate	1 "
Wellington Barracks (east or west front)	1½ "
Railway Depot	2 "

From the Grand Parade, South to—

Stephens' Wharf, the corner of Morris and Pleasant Streets, or the Rink	½ "
Freshwater Bridge, Blind Asylum or the Convent	¾ "
Laidlaw's Wharf, corner of Inglis Street and Tower Road or Poor's Asylum	1 "
Steel's Pond, the Bowery Road or Studley	1½ "
Franklyn Street, Albro's or Belmont	1½ "
Fort Ogilvie or the Penitentiary	1¾ "
Point Pleasant	2 "

From the Grand Parade, West to—

Park Street (west of the Citadel)	½ "
Camp Hill Cemetery or St. Andrew's Cross	¾ "
Louisburg Street	1 "
McCulloch Road, Oxford Street or Leahyville	1½ "
Horse Shoe Island	2 "
North-West Arm Bridge	2½ "

FARES.

For each person for any distance up to half mile				15 cts.
"	"	"	one mile	25 "
"	"	"	one mile and half	30 "
"	"	"	two miles	40 "
"	"	"	two and half miles	45 "
"	"	"	three miles	50 "

And all other distances in like proportion.

One-half the above rates to be paid if returning in the same carriage.

For all cabs or carriages hired by the hour, the charges shall be—

For a one horse carriage per hour	$ .75
For a two " "	1.00

And in like proportion for every fraction of an hour.

To or from any steamer or passenger vessel, to or from any hotel or dwelling house to any stage office, railway station, or other place within one mile, with half a cwt. luggage $0.30

Over one mile and not exceeding two miles 0.50

As above, with more than half cwt., and not exceeding two cwt. of luggage, within one mile 50 cts., over one mile and not exceeding two miles 75 cts.

And in like proportion for all other distances or additional luggage.

☞Children under one year old *free;* over one year and under twelve *half-fare.*

For employment in the night the fare shall be as parties may agree, not, however, to exceed *one fare and a half.*

CARTS AND TRUCKS.

DISTANCES.

From the Market Square, North to—

Jacob Street	½ mile.
Army Ball Court	¾ "
Cunard Street	¾ "
Deaf & Dumb Institution	1 "
Corner North and Gottingen Streets	1¼ "
Wellington Barracks or Isleaville	1½ "
Fort Needham	1¾ "
Lady Hammond Road Crossing	2¼ "
City Prison	2½ "

From Market Square, South to—

Corner of Queen Street and Spring Garden Road	½ "
Corner of Morris and South Streets or Convent	1 "
City Hospital	1¼ "
Collins's Gate	1½ "
The Bowery	1¾ "
Belmont	2 "
Penitentiary	2¼ "
Chain Battery or Point Pleasant	2½ "

From Water Street, West to Argyle, and to a line in continuation of Argyle ½ mile South to—

Park Street	½ "
Centre of Common	¾ "
St. Andrew's Cross	1 "
McCullough Road	1¼ "
"	1½ "
"	1¾ "
Horse Shoe Island	2 "
N. W. Arm Bridge	2½ "
Downs's Cottage	3 "
Geyser's Road	4 "
Three-Mile House	4½ "

RATE PER LOAD WITH CART, TRUCK, OR SLED.

A quarter of a mile	15 cts.
Half mile	20 "
Three-quarters of a mile	25 "
One mile	30 "
One mile and a quarter	35 "
One mile and a half	45 "
One mile and three-quarters	50 "
Two miles	60 "
Every additional quarter of a mile over two miles	8 "

One half of these charges to be added to the ate for the following articles, viz.: Wood, Coal, Lumber, Brick, Building Stone and Sand,

One third of these charges to be added to the rate for the following articles, viz.: 1st, Spirituous Liquors and Wines of every description, in cases. 2nd, Molasses and Sugar. 3rd, Hemp and Manilla Cables and Hawsers. 4th, Bar, Bolt and Pig Iron, Iron Ores, Anchors and Chains.

In removing the furniture of a house the rate to be settled by agreement of the parties; if not so settled 50 cents a load per half mile.

For trucking to Islesville from any part of the City south of the Queen's Wharf of a load of coal or other articles enumerated in Section 21, 60 cents; from any point between Queen's and Cunard's wharves, 50 cents; and from any part north of Cunard's, 40 cents.

For trucking from Richmond Depot to any part of Smith's Fields south of South Street of a load of coal or other articles named in said section, One Dollar; to any point between South and Jacob Streets, 75 cents; to any point north of Jacob Street, 50 cents.

The party employing a truckman can in any case, if he prefer, pay for the distance according to the scale in the preceding section.

OMNIBUSSES.

WALKER'S LINE.

This Line leaves North Street Depot at 7.15 A.M., and passes through Lockman and Barrington Streets to Water Street by Bell's Lane—thence through Granville, George, Hollis, Morris and Pleasant Streets to Freshwater Bridge, leaving there on return trip over the same route at 7.45 A.M., and continuing to run every half-hour until 8.45 P.M., which will be the last trip.

FARES.

Whole route from North to South end	10 cents.
Half distance, or to Post Office	5 "
All passengers to or from trains	10 "

CONLON'S LINE.

The route on which these 'Busses are entitled to run is as follows:—Through North and Lockman Streets, Bell's Lane, into Water, Granville, George, Hollis, Morris, Pleasant and Inglis Streets, returning by the same route, as follows:—

First 'Bus leaves North Street at 7 o'clock A.M., and every hour and half hour till 12 o'clock.

Leaves Inglis Street first trip, half-past 7, and every half-hour till 12 o'clock.

A 'Bus will leave the Post Office for South and North end at 1 o'clock.

'Busses will leave North Street and Inglis Street every half-hour during the afternoon till 6 o'clock.

'Bus leaves Province Building every day at 1 and 6 for Spring Garden Road.

'Bus leaves Freshwater at 7, 8 and 8.30 P.M. every evening. Leaves North Street every half-hour.

The Train 'Bus will leave the Post Office twenty minutes before the departure of each train.

These Omnibusses are permitted to make a round trip on Park Street, Spring Garden Road, Barrington, Sackville and Duke Streets if required, provided it does not interfere with the above time table.

WILLOW PARK LINE.

This Line leaves Willow Park every day at the following hours, viz: First at 9 A.M., at 12.20 P.M., at 2.20 P.M., and at 5.20 P.M.

It runs through Windsor, Almon, Gottingen, Cogswell, Brunswick, Jacob, Grafton, Buckingham, Barrington, George and Hollis Streets to the New Provincial Building (or Post Office), and leaves the said Post Office every day at 10 A.M, 1, 3 and 6 P.M., returning to Willow Park by the above route.

FARES.

Adults, each.....8 cents.
Children under 12 years of age, each.....4 "

DUTCH VILLAGE LINE.

This line leaves Dutch Village at 8.30 A. M., 12 M., 2.15, 5 and 9 P. M., by the following route:—Enters the City by the Quinpool Road, thence through Windsor, Cunard, North Park, Cogswell, Jacob, Grafton, Buckingham, Argyle, Duke, Hollis and George Streets, to the Post Office, and return by the same route.

On SUNDAYS, two trips, as follows—Coming and returning through Argyle, Blowers, Grafton, and Spring Garden Road, to the General's House, at the following hours:—

Leaves the Village at 10 A. M. and 9 P. M.
Leaves the General's House to return at 12.30 P. M. and 8.30 P. M.

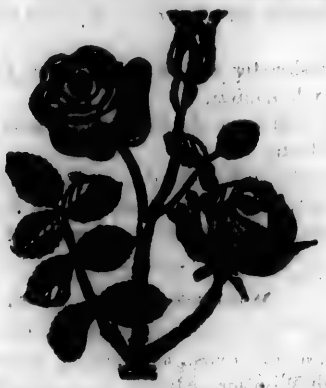
FARES.

10 cents each; twelve tickets for $1.00.

HALIFAX NURSERY,

AND ESTABLISHMENT FOR

NEW & RARE PLANTS.



H. HARRIS,

Nurseryman.

GREEN-HOUSE and NURSERY,

Corner Robie & North Sts.,

HALIFAX, N. S.

RAILWAY TIME TABLES.

INTERCOLONIAL RAILWAY.

TRAINS LEAVE HALIFAX AS FOLLOWS:

Express for Pictou and St. John, 8.05 A.M., leave Windsor June. 8.40 A.M.
Accommodation for Truro & Pictou, 12.15 A.M., " " 1.08 P.M.
Accommodation for Truro, 5.00 P.M., " " 5.38 P.M.
Night Express for St. John, Quebec and Montreal, 6.15 P.M., leave Windsor Junction 7.02 P.M.

ARRIVE AT HALIFAX:

Accommodation from Truro, 9.15 A.M., arrive at Windsor June. 8.35 A.M.
Night Express from Montreal, Quebec and St. John, 10.35 A.M., arrive at Windsor Junction, 10.02 A.M.
Accommodation from Pictou and Truro, 2.55 P.M., arrive at Windsor Junction 2.00 P.M.
Express from St. John, 7.40 P.M., arrive at Windsor Junction, 7.02 P.M.

WESTERN COUNTIES RAILWAY.

TRAINS LEAVE HALIFAX AS FOLLOWS:

Express for Windsor, Kentville, Annapolis and St. John, 7.55 A.M., leave Windsor Junction, 8.35 A.M.
Express for Windsor and intermediate stations, 3.30 P.M., leave Windsor Junction, 4.10 P.M.
Express for Windsor and Kentville, Tues., Thurs. and Sat., 3.30 P.M., leave Windsor Junction, 4.10 P.M.
Accommodation for Windsor and Annapolis, Mon., Wed. and Fri., 8.20 A.M., leave Windsor Junction, 9.22 A.M.

ARRIVE AT HALIFAX:

Express from Kentville, Mon., Wed. and Fri., 12 noon, arrive at Windsor Junction, 11.25 A.M.
Express from Windsor, Tues., Thurs. and Sat., 9.28 A.M., arrive at Windsor Junction, 8.35 A.M.
Accommodation from Annapolis, Tues., Thurs. and Sat., 4.50 P.M., arrive at Windsor Junction, 4.10 P.M.
Express from St. John, Annapolis, Kentville and Windsor, 8.30 P.M., arrive at Windsor Junction 7.55 P.M.

Steamer *Empress* leaves Annapolis on arrival of express train from Halifax every Tuesday, Thursday and Saturday, calling at Digby, arriving at St. John, 7.30 P.M. Returning leave St. John 8 A.M., every Monday, Wednesday and Friday, calling at Digby, connect with express train for Halifax. Fare by Western Counties Railway—Halifax to St John, first class $5.00; 2nd, $3.50; return $7.50; rail to Bangor, $9.50; Portland, $12.50; Boston, $14.00; Boat from St. John, Portland, $6.00; Boston, $9.00.

ST. JOHN AND MAINE RAILWAY.

TRAINS LEAVE ST. JOHN AS FOLLOWS:

At 7.45 A.M., Day Express for Bangor, &c., connecting with trains for Fredericton and N. B. and C. Railway.

At 4.00 P.M., Fredericton Express for Fredericton and intermediate points.

ARRIVE AT ST. JOHN:

At 7.15 P.M., Day Express from Bangor; and 10.00 A.M., from Fredericton.

STAGE COACHES.

BLAIR'S COACHES leave Northup's corner every morning except Sunday for the West, through Chester, Bridgewater, Liverpool, Shelburne and Barrington to Yarmouth.

ARCHIBALD'S COACHES leave Argyle St., near Moir's Bakery, every Monday, Wednesday and Friday for the East by the Shore road, to Tangier, Halifax Co.

STEAMBOATS.

CUNARD and ALLAN LINES S. S. Co's. *See advertisement on Map.*

"M. A. STARR" leaves Wood & Co.'s Wharf every Tuesday during the open navigation, at 12 o'clock, noon, for Charlottetown, P. E. I., calling at Canso, Arichat, Port Mulgrave, Port Hawkesbury and Bayfield.

"EDGAR STUART" leaves same wharf every Tuesday at six o'clock, A.M., for Annapolis, calling at Lunenburg, Liverpool, Shelburne and Yarmouth.

Freight for *M. A. Starr* and *Edgar Stuart* received at shed, on wharf up to hour of sailing. Small parcels at Fishwick's Express Office, Hollis Street, up to one hour of sailing.

Steamships "CARROLL" and "WORCESTER" leave T Wharf, Boston, every Saturday, alternately, at 12 noon. Arrive at Halifax daylight Monday morning. Leave Halifax for Port Hawkesbury and Pictou. Arrive at Pictou 4 P.M. Tuesday, and at Charlottetown at daylight Wednesday morning. Returning leave Charlottetown Thursday at 5 P.M., and Port Hawkesbury the next morning. Leave Halifax for Boston 4 P.M., arriving, at Boston Monday morning.

Steamers of the ANCHOR LINE leave Glasgow and London for Halifax, March, April, August and September, and from Halifax for same ports during same months.

QUEBEC AND GULF PORTS S. S. Co.—Steamer *Miramichi* will leave Pictou July 21, and every alternate Monday, and Montreal July 28, and every alternate Monday, calling at intermediate Gulf Ports.

ANGLO-FRENCH S. S. Co.—Steamer *George Shattuck* leaves Halifax for St Pierre, Miquelon *via* Sydney, Cape Breton, every alternate Monday, commencing May 13th,—subject to arrival of mail steamer from England.

FERRY STEAMERS FROM HALIFAX TO DARTMOUTH.

1st May to 1st November:

A. M.—6—then every quarter hour until
P. M.—6.45—7.45—8.15—8.45—9.15—9.45—10.20—11.

1st November to 1st May:

A. M.—6.45—then every quarter hour until
P. M.—6.15—then the same as from 1st May to 1st November.

Sundays:

A. M.—then quarter before and quarter past each hour until 10.20—last trip.

FERRY STEAMERS FROM DARTMOUTH TO HALIFAX.

1st May to 1st November:

A. M.—5.45—then every quarter hour until
P. M.—6.30—7—7.30—8—8.30—9—9.30—10—10.40.

1st November to 1st May:

A. M.—6.30—then every quarter hour until
P. M.—6—then same as from 1st May to 1st November.

Sundays:

A. M.—6.45—7.30—then every hour and half hour until 10 P. M.—last trip.

MILLMAN

&

RAY,

Photographers,

CORNER OF

BARRINGTON AND PRINCE STREETS,

HALIFAX, N. S.

Pr[illegible]

Pro[illegible] Lining

KIL[illegible]DINGS.

[illegible] Sheeting

Made to [illegible]

J[illegible]

R[illegible]

BEER,

W[illegible]e Dealer, &c.

In Chests, Half Chests and Boxes, at very low prices

WHOLESALE ONLY.

Or[illegible]

THE Largest Stock WHOLESALE MILLINERY In the Maritime Provinces.

In HALIFAX Retail S

SMITH BROTHERS,

150 - GRANVILLE ST. - 15

HALIFAX, N. S.

WHOLESALE, 25 DUKE STREET.

Strangers visiting Halifax during the Exhibition of October next, intending to make Dry Goods purchases, are requested to

NOTICE THE FOLLOWING FACTS:

We keep the Largest Wholesale & Retail Stock in Halifax.

Our Goods, purchased largely from Manufacturers direct, are rarely beaten in value.

We buy as far as possible from standard makers, and purchasers can depend upon obtaining first-class Goods.

ALL GOODS WILL BE OFFERED AT

ECONOMICAL PRICES

—o—

DON'T FORGET THE ADDRESS,

150

Granville Street,

HALIFAX.

Family Mourning. THE BEST HOUSE FOR HOSIERY. HOUSE FOR